

SHIP QUARANTINE TO LAST 12 DAYS, FEDERAL ORDER

New Regulation to Fight
Typhus Menace Will Go
Into Effect Here Within
24 Hours.

SHIPPING MEN SHOCKED

Boy Dies of Disease With-
out Contact With Im-
migrants—First Death
Since 1892.

LINER AS ISLAND ANNEX

Minnesota Turned Over to
Port Health Officer by In-
ternational Mercantile
Marine.

A twelve day quarantine, virtually doubling the length of the voyage from Europe to the United States, was decided upon yesterday by the Public Health Service as a precaution against typhus fever. When put in effect this drastic ruling means ocean liners like the Olympic and Imperator, which now cross in six days, will be obliged to lie at anchor in the bay for six days after their arrival before being allowed to dock and land passengers. Simultaneously it was announced that the Federal Government will take over the New York quarantine station from the State and immediately reorganize it. The announcement followed the first death from typhus that has occurred in this city since 1892.

The decision of the Government to recognize the typhus menace and do something to avert it came after local health authorities had been criticizing officials in Washington for several weeks for alleged failure to act. Edwin LaPorte, Assistant Secretary of the Treasury, in charge of public health, said the transfer of the title to quarantine and health matters will come within the next twenty-four hours.

Steamship Men Shocked.
The quarantine order came as a shock to steamship men last night. They had heard during the day that it would apply to the port of New York, which already is under Federal control. Putting New York under the same restrictions practically closes the sea to the great ships of the Cunard and White Star lines.

Shipping men said they could not believe such an order would be put into effect—at least to the extent of holding up cabin passengers. The health service, however, does not distinguish between first cabin and steerage in its new regulations to prevent typhus getting a foothold here. First class passengers will be subjected to the same examination and fumigation as third class, it was said.

"It simply means," one steamship man said last night, "that people won't travel to America for pleasure until these new orders are recalled. They would be lost."

Another step taken yesterday to fight typhus was the turning over of the Minnesota by the International Mercantile Marine to the health authorities of the port to provide the additional quarantine facilities necessary, in the opinion of Health Commissioner, to make the city safe.

Dr. Copeland said last night he felt comfortable for the first time since typhus became a menace months ago. The precautions taken by the Health Department will not be relaxed, however, until the new measures have proved successful in preventing unclean immigrants from entering the city and mingling with the population. One hundred and sixty arrivals were examined yesterday and four were sent to Willard Parker Hospital to be cleaned.

The typhus victim was James Halligan, 18 years old, who died in St. Mary's Hospital, Brooklyn, after an illness of twenty-eight days. The Health Department has refused a permit for a public funeral owing to the danger of infection.

Dr. William H. Guilford, registrar of records in the department, said there have been three deaths from typhus, a kind of mild form of typhus, since 1892, but none from real typhus fever. The official statement of the case shows Halligan became sick January 16 with fever, headache and chills. He was taken to the hospital January 27 with a temperature of 104.

How he caught the disease is unknown, but it is thought he was bitten by an infected insect while working on the waterfront. Halligan lived in Brooklyn and had not been out of the city for months, nor had he associated with any one from abroad, so far as known. Health inspectors examined all persons in the neighborhood of his home, but found no traces of the disease.

Caproni's Huge Plane Is Able to Carry 100

Special Cable to THE NEW YORK HERALD.
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ROME, Feb. 14.—The giant airplane Epoca, the craft with which Signor Caproni, the Italian airplane designer, hopes to cross the Atlantic. The Air Attache of the American Embassy here has already inspected the craft at the plant where it was built.

The Epoca has been moved to Lake Maggiore, where, it is expected, it will be tried out soon. It is described as a huge ship with a hull capable of seating a hundred persons and supported by three triplane structures, placed tandem, each apparently with about a sixty foot span. The engine reports say the Epoca has eight 500 horsepower Liberty motors.

SOVIET SQUADRON IN BALTIC REVOLTS

Sailors at Kronstadt Proclaim
Independence of Moscow.
Authority.

Special Cable to THE NEW YORK HERALD.
Copyright, 1921, by THE NEW YORK HERALD.
Paris, Feb. 14.—The whole of the Russian Soviet Baltic squadron has revolted against the excesses committed by the central authorities in Moscow, according to despatches received here to-day from sources in Stockholm which are usually considered reliable. Sailors at Kronstadt, while supporting their own Soviet, were said to have proclaimed their independence of the Moscow Bolsheviks and, reports added, were utterly opposed to Lenin-Trotsky Communism.

In retaliation for the arrest by the Moscow authorities of a sailors' delegation sent there with a view to arranging a compromise of the differences, the Baltic fleet was reported to have threatened to imprison all the representatives of the central Soviet in Kronstadt immediately unless the demands of the fleet were met.

Tension in north Russia has been at the breaking point for several weeks, the reports continued. Everywhere a strong nationalist and religious tendency is developing among the Russians, and even the Kronstadt sailors were said to be awaiting the arrival at the fortress of the metropolitan Bishop of Petrograd to celebrate a feast. This is the first recognition of the authority of the Church by the Russian Soviet.

The revolt was said to be a nationalist and religious tendency, wherein religion was condemned as unhygienic toward proletarian rule.

A counterpoint to this movement also was said to be developing in the Ukraine, where the moujik was reported to be actually taking members of the old Russian nobility into their homes and feeding and guarding them against Bolshevik inspectors.

BAHKMETEFF REPORTS RISING AGAINST REDS

Russian Envoy Leaves Paris
To-day for America.

By the Associated Press.
PARIS, Feb. 14.—Boris Bahkmeteff, Russian Ambassador to the United States, who came to Paris to attend a meeting of the Russian Constituent Assembly, composed of all the Russian elements opposed to Bolshevism, has completed his work and will leave to-morrow for Washington, sailing on the Aquitania. Among those identified with the Constituent Assembly conference were A. F. Kerensky and M. Avsenkov, a member of the former Kerensky Cabinet.

"My purpose," said M. Bahkmeteff, "was to learn the conditions in Russia and to see if the conception in America, upon which our policy is based there, was a correct one."

"I have learned from persons coming directly from Russia that the main feature of the situation in Soviet Russia is the growth of an internal movement of the people against the Bolsheviks. I have been much impressed with the reports concerning peasant movements. Considerable portions of the Soviet regions seem to be in continuous revolt. Especially conspicuous uprisings are now in evidence in the Ukraine, the southeastern European and the Volga district. The labor masses of Russia, disillusioned, seem to be an energetic factor in the struggle against the Bolsheviks."

WILLIAM F. M'COMBS, CRITICALLY ILL, WEAKER

Former Democratic Chairman
Suffers a Relapse.

William F. M'Combs, former chairman of the Democratic National Committee, is critically ill, it became known last night. He is suffering from heart disease, a complication, it is said, of a cold he contracted at the Democratic National Convention in San Francisco last July. For the last six weeks he has been confined to his bed in his sister's home on Long Island.

HARDING APPEALS FOR PASSAGE OF APPROPRIATIONS

Asks Mondell and Lodge to
Clear Decks for New
Congress Work.

ONLY 14 DAYS ARE LEFT

Army and Navy Bills in
Senate Appear to Be
Blocked.

CONFERENCE MAY FAIL

Lower House Likely to Pass
All Supply Measures by
Thursday Night.

Special Despatch to THE NEW YORK HERALD.
New York Herald Bureau.
Washington, D. C., Feb. 14.—President-elect Harding appealed to Republican leaders in Congress to-day to pass all the appropriation bills at this session. His message was sent to Representative Mondell (Wyo.), floor leader of the House, and to Senator Lodge (Mass.), and both telegrams emphasized the feeling of Mr. Harding that the important legislative programme in the next session will suffer if the appropriation bills are not all out of the way.

Replies were sent by both leaders and both joined in an expression of a realization of the importance attached to clearing the decks for action. Mr. Mondell promised that the House will have passed all the appropriation bills by the end of this week.

Senator Lodge, however, clearly indicated his great doubt that the task can be accomplished in the Senate, although he is anxious that it should be done and assured Mr. Harding that he had been and is doing everything he can to achieve the desired result.

Night Sessions Probable.
It is probable that night sessions will be arranged for in the Senate very soon. A final vote may be taken on the emergency tariff bill to-morrow, Senator McCumber (N. D.) announcing to-day to the Senate that he will ask for it. It is expected the Democrats will block this move, which will add still further to the Senate legislative congestion. Here are the messages sent by Mr. Harding:

To Senator Lodge: "I have been learning of the danger of the failure of some of the appropriation bills at this session of the Congress. I am reluctant to intrude my views or to suggest in any way that Congress ought to do, but I feel free to say to you that it would be exceedingly gratifying if Congress could clear all appropriation bills out of our way during the present session. Such a course would greatly simplify the important work which will have to be taken up at the extra session of the new Congress. I am sure you will concur in this expression of opinion, which I find justified because of my former association and the importance I attach to prompt action by the next Congress in dealing with pressing problems."

In his answer Senator Lodge said: "Telegram received. Am in absolute agreement with you and have been laboring for the passage of the appropriation bills from the beginning of the session. Am doing everything in my power now in that same direction. I am very glad to get your telegram. Shall continue to make every effort to get all the appropriation bills through that are possible."

Message to Mondell.

Mr. Harding's telegram to Representative Mondell said: "I hope you will not construe it as an unbecoming intrusion if I say it would please me immensely and strengthen my hope of prompt action at the extra session of the new Congress if all appropriation bills could be cleared away at the present session. I know you will not misconstrue. I am exceedingly hesitant about expressing my views at the present time and I am sure you can understand how anxious I am to have appropriation bills out of the way so that the new Congress can give its entire attention to work we all know it will have to perform."

Mr. Mondell replied: "I am pleased to have your telegram relative to appropriations bills. I entirely agree with you as to the very great importance of passing all appropriation bills at this session. I believe this matter of primary importance; nothing else is so pressing, so essential. We shall work faithfully to this end and hope to make the record by passing the last appropriation bill through the House by Thursday evening."

Here is the exact situation the supply bills are in at this time:
Passed by both House and Senate and still in the House:
District of Columbia bill.
Sundry civil bill.
Pension appropriation (Civil war).
Indian appropriations.
Legislative, executive and judicial (passed to-day in the Senate).
Passed by the House and reported to the Senate from committees:
Senate post office appropriation bill.
River and harbor appropriations.
Diplomatic and consular appropriation bill.
Agricultural bill.
Passed by the House and still in Senate committees:
Army appropriation bill.
Urgent deficiency bill.
Still to be passed by both Houses:
Naval appropriation bill.
Postoffice bill.
General deficiency bill.

It is probable that all the supply bills could be rushed through, even in the fourteen days remaining of the session, if it were not that the army and navy bills are the subjects of great controversy in the Senate. That is particularly of the naval bill, which will al-

Income Tax Exemption Opposed by Harding

WASHINGTON, Feb. 14.—President-elect Harding to-day informed Representative Longworth of Ohio that he did not believe he should be exempt from paying an income tax on his Presidential salary. Mr. Harding wrote to Representative Longworth in reply to a recent letter seeking his opinion as to what action the House Ways and Means Committee, of which the Ohio Representative is a member, should take on a bill recently introduced to exempt the President from the income tax levy. Under the present revenue law the tax on the President's salary amounts to \$18,000.

President Wilson, however, was exempt from paying the tax under a decision of the United States Supreme Court holding that since the Chief Executive and Federal judges assumed office prior to the enactment of the present revenue law they were not subject to the tax.

94 DANCERS TAKEN IN BROADWAY RAID

Theatre Crowds See Two Score
Girls Under 23 Years Old
and 52 Men Arrested.

DECLARED A NUISANCE

Spectacular Assault Made by
Police as Theatres Dis-
gorge Crowds.

Theatre crowds in Broadway were treated to an extra chapter of excitement last night when detectives and uniformed policemen acting under Lieut. James Rigney of Inspector Boettler's staff, raided Wilson's Dancing Studio at the northwest corner of Broadway and Forty-sixth street and took ninety-four prisoners. For an hour, beginning just as the theatres were turning out their audiences, Rigney's men hustled men, women and young girls, arrested in the studio, into two Police Department motor patrols and sent them to the West Forty-seventh street station. The raid, which the police said was based on complaints that the studio had become a public nuisance, was the most spectacular made in the uptown theatre district in many months.

The Gaiety Theatre, in Forty-sixth street, directly opposite the side of the building in which is the Wilson studio, was just opening its doors at 11 o'clock when the raiders, answering a signal from a window, dashed out of hiding places and around into Broadway. In an instant all Broadway was concentrating its attention on the police and the streets in the vicinity were blocked.

To the general excitement was added the clang and clatter of the automobile patrols that had been stationed a block away in readiness to transport the prisoners to the station.

Unstaid in the dance hall the raiders said they found thirty-nine young women, none older than 23 years, and fifty-two men. The women were shoed together on one side of the hall and the men collected at the other. Attempts on the part of several of the women and girls to escape through windows to fire escapes were frustrated by policemen, who had climbed up the outside of the building from the street. Rigney announced then that the place had been raided as a public nuisance and that every one was under arrest.

Around at the police station, where the prisoners were taken, Milton Prince, manager of the studio; Michael Fitzgerald, floor manager; and Nick Kotlikoff, ticket taker, were charged with operating a public nuisance. The fifty-two men were booked for disorderly conduct.

Magistrate Bernard J. Douras heard the charges against the girls in Night Court. He discharged them for lack of evidence of incoercibility.

Lieut. Rigney said the evidence upon which the raid was based was gathered by six of his men during a period of two weeks.

THIS MOONSHINE GOT NOT ONE BUT 8 GOATS

Virginia Buzzards Point Way
to Auzful Lesson.

Special Despatch to THE NEW YORK HERALD.
Norfolk, Va., Feb. 14.—A flock of buzzards hovering over a spot close to the city takes from which Norfolk procures a part of its water supply attracted the attention of inspectors who patrol the banks of the lake.

The inspectors made an investigation and found a still. It was a crude looking outfit, but it had been doing business because there was a quantity of mash in evidence and also a small supply of whiskey. Lying close to the mash were eight dead goats. The goats had partaken of the mash and probably the liquor's vitriolic quality had been too much for them.

Health Commissioner Schenck issued a warning to citizens to beware of moonshine home and home brew. "If the stuff will kill eight goats what will it do to a man?" asked Dr. Schenck.

NAVY BILL PASSES HOUSE WITH BIG SCHEDULE INTACT

Move to Reduce \$90,000,000
Appropriation Is Buried
by Heavy Vote.

KEEP 1916 PROGRAMME

Effort to Force Harding to
Call Disarmament Par-
ley Also Fails.

SHARP DEBATE ENSUES

Members of Both Parties See
Danger of Embarrassing
Next President.

Special Despatch to THE NEW YORK HERALD.
New York Herald Bureau.
Washington, D. C., Feb. 14.—Continuance of the 1916 naval building programme, at least until a definite agreement on international disarmament is reached, was approved by the House to-day by a large majority in passing the naval appropriation bill. All efforts to reduce the amount of \$90,000,000 for continuing the construction of naval vessels during the next fiscal year were defeated, as was a proposal to stop all construction after July 1 until President Harding calls a conference on disarmament.

The move to force the calling of the disarmament conference was offered by Representative Brooks (Ill.), and caused a sharp debate. It was defeated, 124 to 39, on a standing vote. Representative Blanton (Tex.) sought to reduce the appropriation for new construction during the next year from \$90,000,000 to \$7,000,000, but this was defeated, 282 to 39, on a roll call. Voting with Mr. Blanton were Representatives Clark, Huddleston, Mansfield, Jones (Tex.), Quinn and Sherwood, Democrats; Keller, Independent, and Goodykoontz, Republican.

Another amendment to reduce the building appropriation from \$90,000,000 to \$50,000,000 was defeated without a standing vote. It was offered by Representative Dickinson (La.). One amendment providing that no new construction contracts shall be made was adopted, but this will have little effect on the present programme.

Leave Harding's Hands Untied.
Although the votes showed a large majority for continuance of naval construction, numerous speeches were made urging that disarmament be brought about as soon as possible, and the general impression left by the talks of several Republican leaders was that President-elect Harding was giving serious consideration to the proposal.

One of the main reasons for the defeat of the Brooks amendment to prohibit construction until a conference is called was the belief among Republicans and many Democrats that such a proposal might embarrass the plans of President-elect Harding. Representative Madden (Ill.), Press (Ohio) and Kelley (Mich.) all argued that nothing should be done by Congress that would interfere with the President's power to conduct international relations.

Several Representatives suggested that Congress pass a resolution showing that it is in favor of disarmament at the earliest possible date, but without any directions to the incoming President. This may be done later in the session.

Representative Kelley, in charge of the naval bill, predicted that if Congress should stop the building programme it would cost almost as much in damage as to complete it. "And personally I believe we would be in a much better position to discuss disarmament if we completed the programme," he added. "Navy Department officials have told us that if we stop work on the least advanced of the big battleships the damage claims against the Government for work on machinery and fabricated parts already started would be more than \$10,000,000 each."

"We are now building under the 1916 programme ten battle ships, six fuel cruisers, ten scout cruisers and one fleet hospital, aeroplane, ammunition, repair ships, two destroyer tenders and one submarine tender."

"We are greatly in need of battle cruisers, which are the last word in naval construction. These ships are more than 800 feet long, carry twelve sixteen-inch guns and attain a speed of thirty-three knots, with motors of 180,000 horse power."

"Merely suspension of building or a naval holiday is hopeless and impossible," he declared.

All Others Must Disarm.
Speaking for the Brooks amendment Representative Connally (Tex.) said: "It seems to me that when we invite the nations of the world to this conference we should let them know that we are inviting them to something more than a pink tea, more than a mere philosophical discussion of the beauties of peace. We should let them know when we invite them that while we want peace and disarmament we are also willing to disarm unless they are willing to join us in disarmament. We are going on to build a great navy, ready to protect our inter-

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MILLER'S TRANSIT BILLS GIVE CITY TITLE ON LEASE; BOARD TO OPERATE ROADS

Better Car Service, Fair Return to City,
Protection of Values, Bill's Chief Aims

THE principal duty of the commission to be appointed under Gov. Miller's bill for the relief of the transit situation in New York will be to prepare a plan of readjustment to carry out the purposes of the measure. Under the terms of Section 106 of the bill this plan must accomplish the following three main results:

- "1. The combination, rehabilitation, improvement and extension of existing railroads so that service thereon may be increased and improved to the fullest extent possible;
- "2. The receipt by the city of sufficient returns from the operation of the railroads so that the corporate stock issued by the city for the construction of rapid transit railroads may be exempted in computing the debt incurring power of the city under the Constitution of the State; and,
- "3. The readjustment of the existing rights and obligations of the railroad companies so that the real values in the railroads may be protected and securities stabilized."

FIVE WEEK SLEEP KILLS LIPPINCOTT

Atlantic City Banker Not Con-
scious Since Stricken With
Malady.

TWELVE NEW CASES HERE

Reported in Greater City in
56 Hours—Total Since
Jan. 1 Now 166.

Sleeping sickness caused the death yesterday of George G. Lippincott, banker and prominent real estate operator of Atlantic City. He died in the home of his brother-in-law, William H. Bartlett, at 105 South Elberon avenue, last night after having failed to regain consciousness since he was stricken five weeks ago.

Reports made public in the office of Dr. Royal S. Copeland, Commissioner of Health, showed that within the last fifty-six hours, twelve new cases have been found, four of them in Manhattan and the others in Brooklyn and the Bronx. The addition of the newly reported cases brought the total since the first of the year up to 166, with Manhattan leading with eighty.

Five weeks ago Mr. Lippincott, banker and prominent real estate operator of Atlantic City, died in the home of his brother-in-law, William H. Bartlett, at 105 South Elberon avenue, last night after having failed to regain consciousness since he was stricken five weeks ago.

Mr. Lippincott was a son of Barclay Lippincott of Philadelphia, who is best remembered as a pioneer resident of Atlantic City and the man who purchased the Michigan Hotel building in the Philadelphia Centennial and had it transported to the coast resort for a home. In his long business career in Atlantic City Mr. Lippincott had become one of the biggest holders of ocean front hotel property. He was a director in the Atlantic City National Bank and well known in financial circles in this city and Philadelphia. For many years he had been known as a lover of outdoor sports, particularly yachting. He was fifty-six years old.

GEDDES EQUIPPED TO SETTLE ALL PROBLEMS

British Ambassador Leaves
To-day for United States.

LONDON, Feb. 14.—Sir Auckland Geddes, British Ambassador to the United States, who leaves here to-morrow on his way to Washington after three weeks on this side of the Atlantic, has held many conferences with Premier Lloyd George and Lord Curzon, Secretary for Foreign Affairs, and other members of the Cabinet, has been received in audience by the King and has two long talks with the American Ambassador, John W. Davis, who also will soon return to the United States.

These conferences, it is declared, have equipped the Ambassador with all information available in advance of the handling of the various Anglo-American questions which have accumulated and have been held in abeyance mainly for the advent of the new Administration in Washington. When the domestic political trend of America became apparent there was a virtual discontinuance of official exchanges on all matters between the nations of an essential controversial character, but it is pointed out that both Governments are desirous of facilitating the clearance of these questions as quickly as possible.

Sir Auckland will not be accompanied by Lord Chalmers, whom it is feared the Treasury still intends sending to the United States at a later date.

B. R. T. TO SUE CITY FOR \$20,000,000

Receiver Garrison Alleges
Damage in Delay of Sub-
way Contracts.

MAY STOP BRIDGE LINE

Short Haul Profits of
Several Routes.

Lindley M. Garrison, receiver for the Brooklyn Rapid Transit system, declared yesterday in the United States District Court that, with the permission of Judge Julius M. Mayer, he intended to bring suit against the city for \$20,000,000 damages, based upon the losses incurred by the Consolidated Railroad Company through the city's alleged delay in complying with the terms of Rapid Transit contract No. 4. That contract provides for the construction of the Fourteenth street subway, the Eastern Nassau street line, the Fifty-ninth street-Plaza Manhattan line, the Montague street tunnel and the Culver line.

Mr. Garrison's statement was made during the hearing before Judge Mayer concerning the disabilities of the B. R. T. surface lines. He said that he already had drafted a bill of complaint initiating the action, and that he would consult Judge Mayer at the earliest opportunity with a view to receiving the court's instructions. The bill of complaint charges that in some portions of the contract provisions work was delayed more than eight years before its completion. As a consequence the job, when completed, will have cost \$30,000,000 instead of \$10,000,000, as originally estimated.

William N. Dykman, counsel for the Brooklyn City Railroad Company, told Judge Mayer during the hearing that the company would discontinue the operation of its lines across the Williamsburg Bridge on March 1 if the city carries out its threat made by Governor A. W. Wadsworth, Commissioner of Plant and Structures, to open its proposed municipal trolley line over the bridge. Should Mr. Dykman's statement be carried out Brooklyn transit will be still further disorganized. The Brooklyn City Company operates over the bridge the Bushwick avenue, Grand street, Northrand avenue and Tompkins avenue lines.

Mr. Garrison told the court the "short haul" service on the Williamsburg Bridge was the only opportunity enjoyed by the half dozen money losing Nassau Electric Railroad Company's lines to offset the deficit that is accruing on their "long haul" service, which in the one month of November last aggregated \$2,000.

It was developed also that the Nassau company is in danger of losing seventy-three of its safety cars, for the construction and purchase of which it still owes \$210,000.

100 PLANTS IN DRIVE FOR OPEN SHOP TO-DAY

Metal Industries Announce
Move; 40,000 Affected.

A mass drive for the open shop will be made this morning by 100 plants affiliated with the Allied Building Metal Industries of this city, according to announcements made through newspaper advertisements.

These plants, most of which closed their doors on the first of the year because of the demand of unlimited work for a reduction of the working week to forty-four hours, have announced that they will reopen to-day on the open shop plan, under the old forty-eight hour week schedule and no reduction of wages. Their published announcement states that there will be no discrimination against either union or non-union employees, and that all shops will receive applications from finishers, chasers and holders in iron and bronze work.

In labor circles, where the announcement caused considerable consternation, yesterday, it was declared by some to be a most serious move against the closed shop that has been taken in this city, and it was said that it affects approximately 40,000 men.

There was much discussion regarding the opposition which the unions are to launch against this move, but no definite statement was made regarding their plans. This published announcement contains the names of the plants affected, which extend through the entire city.

Governor Outlines His Bills
for Two Commissions,
One Exclusively for
New York City.

POLICE POWER GIVEN

One Plan for All or Several
Plans for Metropolitan
Traction—Home Rule
Provision Made.

BUS LINES RECOGNIZED

Rates Can Be Raised or Re-
duced—City's Consent Re-
quired for Outlays From
Its Funds.

Special Despatch to THE NEW YORK HERALD.
New York Herald Bureau.
Albany, Feb. 14.

Gov. Miller made public to-night a summary of the rapid transit bills to be submitted to the Legislature this week containing his recommendations for remodeling and rescuing New York's disintegrating system of subways, elevated railroads, surface and bus lines.

The bill is an amendment to the Public Service Commission law and provides for two commissions. One is to be a Statewide commission with power over all utilities, excepting transit in New York. The second commission will handle exclusively the metropolitan transit problem. The first commission will have five members; the city commission three, with five year terms.

The State's police power to modify rates, either by way of increase or decrease, is provided "upon terms, conditions, safeguards or readjustments of franchised or contract rights or obligations."

Sufficient return from operation of the new unified transit system to exempt from the debt limit the city's investment in transit lines is the only specific provision made in the bill on the subject of rates. The whole question is one of adjustment. It is left with the commission to decide.

Provisions for Home Rule.
Home rule is guaranteed to the metropolitan area in a measure. To insure action and end the intolerable bickering and haggling which have brought on the existing crisis, the city is to have authority to cooperate. But if the Board of Estimate is unable or unwilling to cooperate, or unable to decide its own policy, then it is that the commission may step in with the exercise of its sweeping police power and conclude an agreement without the approval of the board.

Straight and broad is the way pointed for the city administration. The commission can make one or several plans with the transit companies. These plans and the terms are then to be submitted to the Board of Estimate, which body shall have thirty days for study and revision.

If amendments in the plans or terms are proposed by the city the commission shall give consideration and return its report, either accepting or rejecting the amendment. Then the board may have thirty days for study and revision of the amendment plans, and if still unable to agree the commission may execute and deliver the contracts "with full legal force and effect as if all approvals by the city officials had been given."

Further, giving the city adequate protection of its financial investments, the bill provides that the transit commission cannot, without the approval of the Board of Estimate, incur any expenditure for construction, equipment or anything else which involves the expenditure of municipal funds exceeding with the consent and approval of the Board of Estimate.

Programme for Commission.
Applied to existing conditions in New York existing conditions of these provisions is simply this:

The Transit Commission will proceed to negotiate with the companies holding franchises for the numerous lines which are to be welded into one system. The city will participate in all such negotiations. But for the reorganization of the existing system, as long as the city is to be formed, outlay of funds, the commission's word will be final.

The Board of Estimate cannot, by its endless political log rolling, block further progress. It must first rehabilitate the existing system to provide its greatest usefulness. Then it must provide a fare to exempt the city's \$250,000,000 investment in subways, and finally readjust existing rights and obligations of the various lines into one system. The value of the railroads may be protected and securities stabilized.

Title to all the franchises and holdings is to be vested in the city and an operating company is to be formed. Outstanding securities are to be exchanged for new securities and to hold down the fare payment of interest and dividends to be deferred for any period fixed by the commission. In simple words the Governor points the way out of the financial tangle in which the whole problem has become involved, and from which the city officials for years have been unable to escape.

Supervision and control of the new system, when the problem has been solved, will be placed in the hands of a board of control. Here again the city has its full voice in the management. The operating company is to be formed. Outgoing company will have full representation on that board.

Everything done at every step of the proceeding is to be made known to the public through a series of public hearings. The bill mentions specifically that the transit commission is to have and

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